

**BOOKBINDING** by European methods,  
with the best materials, and under  
European supervision at  
**THE "DAILY PRESS" OFFICE**.  
Always pronounced equal to home  
work, and prices very moderate.  
**PRINTING OF ALL KINDS** at the lowest  
possible rates at  
**THE "DAILY PRESS" OFFICE**.  
All proofs are read, and all work  
superintended by Englishmen. Always  
equal and generally superior to that  
done anywhere else. Estimates given.

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 12,014. 二月廿一號。星期五。八月廿二日。光緒廿年。

HONGKONG, TUE-DAY, AUGUST 18, 1896.

星期六。八月廿三號。一千九百零八年八月廿四日。香港。

PRICE \$25 PER MONTH.

SHIPPING.

ARRIVALS.

Aug. 17. SUNGKANG, British steamer, 994.

C. H. N. Dodd, Manila 11th August, and

Amyo 15th. General—BUTTERFIELD &

SWINE.

Aug. 17. HONGKONG, French steamer, 742.

Bastan, Haiphong 13th Aug., General.

A. R. G. Tay, Manila 13th Aug., General.

Aug. 17. SAGIN, German str. 3,182. H.

Supper, Shanghai 17th Aug., General.

MELCHERS & CO.

Aug. 17. VICTORIA, Swedish str. 399. C. O.

Euriström, Singapore 10th Aug., General.

MELCHERS & CO.

Aug. 17. CHOTNANG, British str. 1,195. G. H.

Boek, Shanghai 13th Aug., and Swatow

A. C. G. Tay, Manila 13th Aug., General.

Aug. 17. FUSUN, American str. 1,584. W. H.

Lunt, Shanghai 14th Aug., General—C.

M. S. N. CO.

Aug. 17. CATHERINE APCAR, British str. 1,785.

J. G. Olfeut, Calcutta 1st Aug., Penang

St. and Singapore 11th, Opium and Gene-

ral—DAVIDSON SONS & CO.

CLEARANCES.

AT THE HARBOUR Master's OFFICE.

17th AUGUST.

Chingtu, British str. for Port Darwin.

Sian, British str. for Swatow.

Tidou, German str. for Saigon.

Moumouliche, British str. for Amoy.

DEPARTURES.

Aug. 17. MONMOUTHSHIRE, British str. for Amoy.

Aug. 17. SISHAN, British str. for Swatow.

Aug. 17. CHOYSONG, British str. for Canton.

PASSENGERS ARRIVED.

Par Hongkong, steamer, from Haiphong—

Per Damoulin, and Mr. Delanois.

Per Sischen, str. from Shanghai—Mr. and

Mrs. Scott.

Per Oulong, str. from London—Mr. Harve.

Per Chong, str. from Bangkok—Miss da

Cecil, Mrs. Macmillan and child.

Per Calverley Appear, str. from Calcutta &

Mr. and Mrs. Janvier Jan Mahomed, Mr.

and Mrs. Ho Ha and child, and Mr. Kim Kong Sing.

DIDAPARTED.

Per City of Peking, str. for Yokohama—Mr.

Adel Zilk, Mrs. Thorlon, Mr. N. M. Pond

For San Francisco—Mr. J. H. Harrison.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. J. W. Kinloch

Mr. G. Mackenzie

Mr. H. A. Mackie

Master S. Mackie

Mr. E. A. Mackie

Mr. G. Mackie

Mr. N. A. Mackie

Mr

**INTIMATIONS**  
NOW READY  
THE CHRONICLE AND DIRECTORY  
FOR CHINA, JAPAN, STRAITS, &c., &c.  
1896.

WITH WHICH IS INCORPORATED

## THE CHINA DIRECTORY.

THE THIRTY-FOURTH ANNUAL ISSUE,  
AND WILL BE FOUND, AS USUAL TO SHOW AN ADVANCE  
IN TRADE, BOTH IN FULLNESS AND ACCURACY  
OF INFORMATION.

THE DIRECTORY COVERS THE WHOLE OF THE

PORTS AND CITIES OF THE FAR EAST, FROM PEKING TO

Vladivostock, IN WHICH EUROPEANS RESIDE.

A. S. WATSON &amp; CO., LIMITED.

CHEMISTS BY APPOINTMENT  
ESTABLISHED A.D. 1841.MANUFACTURERS OF AERATED  
WATERS.

OUR AERATED WATER FACTORY IS FITTED  
WITH THE BEST ENGLISH MACHINERY, EMBODYING  
THE LATEST IMPROVEMENTS IN THE TRADE.

The Purified Ingredients only are used, and  
the utmost Care and Cleanliness exercised in  
the Manufacture throughout.

The Water is proved by repeated  
Analyses to be Absolutely Pure.

FOR COAST PORTS. Waters are packed and  
placed on board ship at Hongkong, prices and  
the full amount allowed for Packages and  
Empties when reconsolidated in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is—  
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:

## PURE AERATED WATER

## SODA WATER

## LEMONADE

## POTASH WATER

## SELTZER WATER

## LITHIA WATER

## SARSAPARILLA WATER

## TONIC WATER

## GINGER ALE

## GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON &amp; CO., LIMITED.

## THE HONGKONG DISPENSARY.

Hongkong, 26th May 1896.

NOTICE TO CORRESPONDENTS  
Data communications relating to the news columns  
should be addressed to THE EDITOR.

Correspondents forward their names and address  
with communications addressed to this Editor, not  
to publishers, but as evidence of good faith.

All letters for publication should be written on one  
side of the paper only.

No communally signed communications that have  
already appeared in other papers will be inserted.

Orders for extra copies of DAILEY PRESS should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only Supplied for Cash.

Telegraphic Address PRESS—A.T.C. Code.

P.O. Box. 20. Telephone No. 12.

## The Daily Press.

HONGKONG, AUGUST 18th, 1896.

The differential tariff established in Indo-China appears now to be producing the effect for which it was intended, namely, that of encouraging French trade and keeping out foreign goods. For a long time the only effect was to cripple trade in general, French manufacturers being unable until recently to compete with foreign goods notwithstanding the advantages afforded them by the tariff, and the only immediate result was to cause a large decline in imports, the high duties charged rendering foreign piece goods too expensive for native consumption on the same scale as formerly.

Gradually, however, the French manufacturers have begun to realize and take advantage of their opportunities and are now establishing a considerable trade.

According to official figures, which we reproduced yesterday from a Saigon contemporary, the French share in the trade of that port during the first four months of this year was 64 per cent. against only 21 per cent. in the corresponding four months of 1895. France is now sending out piece goods in large quantities and in unbleached goods in particular seems to be altogether ousting the foreign article. All this is no doubt highly satisfactory from the French manufacturers' point of view, but the unfortunate natives of Cochinchina are heavily and most unjustly mulcted in order to bring about such a state of affairs; either they must go without foreign goods, which they were formerly in the habit of using or they must pay an exorbitant price for them. The British Consul at Saigon in his report for last year says: "The tariff established in 1887 has never ceased to cause complaints by local merchants," it is stated, that in eight years imports have fallen from £1,20,000,000 to £37,000,000, and that the number of patients in Saigon and Cholon have diminished fifty per cent.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties are not imposed, as in protective countries, in the interests of local industry, but are simply a form of levying tribute on the natives for the benefit of manufacturers in France. Our French friends regard with extreme jealousy English colonisation and say we "want the earth." To this we can only reply that it would be a very good thing for all parties, from a commercial point of view,

if we had what we are accused of wanting for then there would be no restrictions or taxes on the part of our government.

Such is the price that has to be paid for the fostering of French trade. The high duties

by any means in their power men of this value in their service, and they are ready to secure, almost at any price, the highest talent and the highest skill. To my mind, one of the dangers which at the present time threaten our municipal institutions is the readiness of some of our taxpayers to accept such upon entirely mischievous action, to accept such rate services in order to avoid paying first-rate salaries."

## THE MACHMADAN REBELLION.

Beijing advises report that despatches under date June last have been received at the Board of War from General Tung Puslung Commandant-in-Chief of the Army, commanding all the Mahomedan rebels in Kansu, and informing that all the important places formerly captured by the rebels in that province have been retaken, and that the country is practically quieted, except in certain out-of-the-way hill districts towards the Great Desert or Shensi. Mahomedan villages which had remained loyal throughout the rebellion have been harassed, and the garrisons protected by General Tung, who has given strict orders to his troops to abstain. It was only those refusing to surrender which were cut down to a man by the Imperial Commanders. The disturbed districts having been occupied by the troops, General Tung states that he intends to send picked corps of mountainers composed of Chinese, Tibetans, and Mongols against the rebels who have fled into the hills.—*N. C. Daily News.*

## THE LAW AND THE MAJOR.

A certain worthy Major on his bed lay soundly sleeping. The sun, so early was it, o'er the hills, was barely peeping. Who knew above a leekbatt came a-bounding and a-leaping. And fell—well very close in his vicinity.

II.  
The doughty Major sprang from bed, so quickly was he woken up. The vest of his wrath began immediately to spasm. And looking round about his joist a wretched Chinaman broke up.

On the roof—and quite in his vicinity.

The gallant Major seeing him, cries "Dash my notes and dollars!"

And he rushes from the room a walking stick he "callous". Who gives this Chinaman a whack, at which he loudly hollers?

On his back—well! I judge in its vicinity.

The bobbies coming round next day served our hero with a paper, which ordered him before the Peak to answer for his "vapour". He went, and was bound over, and this was an excuse, from "Hell's retreat"—or close in its vicinity.

V.  
The Major's crew grew thoughtful, but he well controlled his position. Said he: "I'll serve that legger out in quite a different fashion."

I'll see him for disturbance, and teach him bricks to smash on.

Me—or anywhere in my vicinity."

VI.  
So up they come before his "Nibe". The Chinese had a lawyer.

Who carried something up his sleeve which beat the gait of "Hoover". That is why Christ gave out only includes Victoria.

By law, the Peak—not in its vicinity.

VII.  
Now the soul of this ruling is that Peakers will not turn.

To paint the place a vivid red and play our old friend Harry.

And when run, in assuredly the question they will propound.

Oh! The Peak is not included in "Victoria".

YAH.

## SHIPPING REPORTS.

The German steamer Sachsen, from Shanghai 13th August, and Foochow 15th, had light southerly winds and smooth seas.

The British steamer Sungkang, from Manila 11th Aug., and Aug. 15th, had moderate N. and NE. winds, and southerly weather from Manila to Amoy. From Amoy port light W.S.W. winds, moderate sea.

The British steamer Chongkien, from Bangkok 10th August, experienced fresh to moderate S.W. breeze with passing squalls to Pulau Condore. From there to port via Hong Kong experienced light to moderate winds and fine clear weather.

PASSENGERS BOOKED FOR THE FAR EAST.

For Messengers Maritimes Nato, from Marseilles, Aug. 2.—To Yokohama: Mr. Soloy, Baron de Winck.

For Messengers Maritimes steamer Caledonia, from Marseilles, Aug. 9.—To Yokohama: Mr. Schenck.

P. & O. steamer Ganton, from London, July 11.—To Straits, China, and Japan: Mr. A. Gaudia, Mr. C. W. Tait, Mr. Bowell.

The British steamer Catherine Anne, from Calcutta Isla Aug. 18th, Penang 28th, and Singapore 11th, experienced fine weather throughout.

For P. & O. steamer Ocean, from London, July 17.—To Straits, China, and Japan: Mr. H. T. Houghton, Mr. W. Muir, Mr. A. Knight, Miss Brown, Rev. J. B. Matilda, Rev. K. Marshall, Mr. F. Tredgold, Casanova, Mr. Champion, Mr. L. H. M. D. Allerton, Mr. V. A. Lawrence.

For P. & O. steamer Captain, from London, Aug. 8.—To Straits, China, and Japan: Mr. and Mrs. Moore, Mr. P. J. S. Wilson.

For P. & O. steamer Perseverance, from London, Aug. 18.—To Straits, China, and Japan: Mrs. Webster, Mr. H. P. Bayley, Mr. A. C. Mason.

For P. & O. steamer Mandate, from London, Aug. 21.—To Straits, China, and Japan: Mrs. and Miss Moore, Mr. Seager.

For P. & O. steamer Justice, from London, Aug. 27.—To Straits, China, and Japan: Mr. and Mrs. D. C. Rutherford, Miss Fearey, Dr. Learmonth.

For Canadian Pacific steamer Empress of Japan, from Vancouver, Aug. 24.—To Yokohama: Mr. W. G. Smith.

## VESSELS PASSED ANKER.

July 29, British ship Manningtry, White, from Java for Port Said.

29, Ned. str. Morphi, Mit, July 29, from Batavia for Rotterdam.

29, French str. Saint Pierre, Branchi, from Colombo for Batavia.

30, German bark Magdalena, Schoemaker, April 27, from Rio Janeiro for Rygo.

23, from New York for Shanghai.

30, Am. str. Wm. H. Smith, Wilson, April 29, from New York for Hongkong.

30, British ship Crown of India, Correll, May 12, from Cardiff for Nagasaki.

30, British str. Mobile, Wilson, July 30, from Batavia for Delaware Breakwater.

30, Nov. str. Hanover, from Port Natal for Batavia.

30, British str. Methuen, Bergemann, July 30, from Batavia for London.

31, British str. Hutton Hall, Rowland, April 18, from New York for Yokohama.

31, British str. Castlemoor, Fane, July 31, from Batavia for Port Said.

31, Nov. bark Samson, Samson, July 28, from Samson for Delagoa Bay.

31, British str. C. J. Palmer, Jerzman, May 29, from New York for Kaffraria.

31, British str. Thysa, from Colombo for Batavia.

1, British str. Forland, Chalmers, Aug. 1, from Batavia for Calcutta.

3, British str. Falls of Braulin, Wilson, from Java for Port Said.

4, British bark Strathallan, Urquhart, April 29, from New York for Calcutta.

4, German bark J. C. Palen, Jerzman, May 9, from Rotterdam for Singapore.

4, German str. Carl Hatzagen, May 8, from New York for Yokohama.

4, Ned. str. Conrad, Dunkirk, June 27, from Amsterdam for Batavia.

5, British str. India, Johnson, July 2, from Batavia for Batavia.

## INTIMATIONS.

## BICYCLES

For GENTLEMEN, LADIES, and CHILDREN,  
FROM PRINETTI, STUCCHI & CO., MILAN CYCLE WORKS.

## 10 GOLD MEDALS.

WEEDLESS STEEL WOOD TUBING.

GUARANTEED FOR ONE YEAR.

PRIZE from \$135 to \$200.

SOLE AGENTS.—U. N. VERNEGA & CO.,  
STANLEY STREET, 28.

1897]

## CUTLER, PALMER &amp; CO.

Have been Shipped to CHINA for nearly 75 years. Their Brands are invariably known all over the world.

## A1 QUALITY COGNAC.

Distinguished by 4 STARS on the label.

Price \$10.00 per dozen bottles.

SUPERIOR OLD COGNAC.

Distinguished by 3 STARS on the label.

Price \$17.75 per dozen bottles.

VERY GOOD COGNAC.

Somewhat younger than the above.

Distinguished by 2 STARS on the label.

Price \$14.00 per dozen bottles.

"PAL MALL" WHISKY.

Eleven years old, very fine quality. Each bottle bears an analyst's certificate.

The quality is guaranteed.

Price \$16.75 per dozen bottles.

Well-matured HIGHLAND MALT WHISKY.

Bottled by CUTLER, PALMER & CO., Moderate

in price and in quality.

Price \$14.00 for 1 dozen bottles.

BRODIE & CO'S FINE SCOTCH WHISKY.

in "Sight" Bottles.

Price \$10.00 per dozen bottles.

C. P. & CO'S OWN SPECIAL BLEND SCOTCH WHISKY.

In Patented Bottles.

Price \$9.00 per dozen bottles.

GLENIPPER BLEND, SCOTCH WHISKY.

Moderately priced, good quality.

Price \$8.00 per dozen bottles.

Agents—SIEMSEN & CO., HONGKONG.

W. ROBINSON & CO.

150 PIANOS for HIRE or MONTHLY PAYMENTS.

PIANOS REPAIRED EQUAL TO NEW.

WORK WARRANTED.

TUNING BY EXPERIENCED MEN ONLY.

SECOND HAND PIANOS CHEAP.

W. ROBINSON & CO.

SHIPPING REPORTS.

The German steamer Sachsen, from Shanghai 13th August, and Foochow 15th, had light southerly winds and smooth seas.

The British steamer Sungkang, from Manila 11th Aug., and Aug. 15th, had moderate N. and NE. winds, and southerly weather from Manila to Amoy. From Amoy port light W.S.W. winds, moderate sea.

The British steamer Chongkien, from Bangkok 10th August, experienced fresh to moderate S.W. breeze with passing squalls to Pulau Condore. From there to port via Hong Kong experienced light to moderate winds and fine clear weather.

PASSENGERS BOOKED FOR THE FAR EAST.

For Messengers Maritimes Nato, from Marseilles, Aug. 2.—To Yokohama: Mr. Soloy, Baron de Winck.

For Messengers Maritimes steamer Caledonia, from Marseilles, Aug. 9.—To Yokohama: Mr. Schenck.

P. & O. steamer Ganton, from London, July 11.—To Straits, China, and Japan: Mr. A. Gaudia, Mr. C. W. Tait, Mr. Bowell.

The British steamer Catherine Anne, from Calcutta Isla Aug. 18th, Penang 28th, and Singapore 11th, experienced fine weather throughout.

For P. & O. steamer Ocean, from London, Aug. 8.—To Straits, China, and Japan: Mr. and Mrs. Moore, Mr. P. J. S. Wilson.

For P. & O. steamer Perseverance, from London, Aug. 18.—To Straits, China, and Japan: Mrs. Webster, Mr. H. P. Bayley, Mr. A. C. Mason.

For P. & O. steamer Mandate, from London, Aug. 21.—To Straits, China, and Japan: Mrs. and Miss Moore, Mr. Seager.

For P. & O. steamer Justice, from London, Aug. 27.—To Straits, China, and Japan: Mr. and Mrs. D. C. Rutherford, Miss Fearey, Dr. Learmonth.

For Canadian Pacific steamer Empress of Japan, from Vancouver, Aug. 24.—To Yokohama: Mr. W. G. Smith.

## VESSELS PASSED ANKER.

July 29, British ship Manningtry, White, from Java for Port Said.

29, Ned. str. Morphi, Mit, July 29, from Batavia for Rotterdam.

29, French str. Saint Pierre, Branchi, from Colombo for Batavia.

30, German bark Magdalena, Schoemaker, April 27, from Rio Janeiro for Rygo.

23, from New York for Shanghai.

30, Am. str. Wm. H. Smith, Wilson, April 29, from New York for Hongkong.

30, British ship Crown of India, Correll, May 12, from Cardiff for Nagasaki.

30, British str. Mobile, Wilson, July 30, from Batavia for Delaware Breakwater.

30, Nov. str. Hanover, from Port Natal for Batavia.

30, British str. Methuen, Bergemann, July 30, from Batavia for London.

23, from New York for Yokohama.

31, British str. Castlemoor, Fane, July 31, from Batavia for Port Said.

31, Nov. bark Samson, Samson, July 28, from Samson for Delagoa Bay.

31, British str. C. J. Palmer, Jerzman, May 29, from New York for Kaffraria.

31, British str. Thysa, from Colombo for Batavia.

1, British str. Forland, Chalmers, Aug. 1, from Batavia for Calcutta.

3, British str. Falls of Braulin, Wilson, from Java for Port Said.

4, British bark Strathallan, Urquhart, April 29, from New York for

## NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"AGLAIA." Captain Milson, having arrived from the above ports, will be at their Bills of Lading for consignment to him in their Bills of Lading, and to effect the delivery of their goods from alongside.

Optional cargo will be forwarded in accordance with the contrary between before noon to day.

"Ave Corgo in port, her Agents will be landed into the hands of the Agent, and Kowloon Wharf and Godown Company, and stand at their disposal.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining uncollected after the 1st inst. will be subject to export.

All broken, chafed, and damaged Goods may be left in the Godown, where they will be examined on the 17th inst., at 8 A.M.

No claim for insurance has been filed.

JARDINE, MATHESON & CO., Agents.

Hongkong, 11th August, 1896. (185)

SHIRE LINE OF STEAMERS

## NOTICE TO CONSIGNEES.

THE Steamship

"FLINTSHIRE." From HAMBURG, ANTWERP, LONDON AND STRASBOURG.

CONSIGNMENT OF CARGO are hereby informed that all Goods are being landed at the Godown into the Godown of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon whence and/or from the Wharf delivery may be obtained.

No claim will be admitted after the Goods have left the Godown, and all Goods remaining uncollected after the 17th inst. will be subject to export.

All broken, chafed, and damaged Goods may be left in the Godown, where they will be examined on the 17th inst., at 8 A.M.

No claim for insurance has been filed.

Bills of Lading issued by DODWELL, CARELL & CO., Agents.

Hongkong, 11th August, 1896. (186)

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE

ON CONSIGNMENT OF CARGO from London, S.S. "Galathea," from Havre ex S.S. "Galathea" in connection with the "Galathea," we hereby inform that all Goods, with the exception of Oysters, Trunks and Valuables, are being landed and stored at their arrival into the Godown of the Hongkong and Kowloon Wharf and Godown Company, located at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded on unless instruction is received from the Consignee before noon to-day, the 15th inst., requesting it to be sent to land.

Bill of Lading will be countersigned by the Consignee.

Goods remaining undelivered after Friday, the 21st inst., at noon, will be subject to rent and landing charges.

All claims must be sent to us on or before Friday, the 21st inst., or they will not be recognized.

All broken, chafed, and damaged Goods will be examined on the 21st inst., at 8 A.M.

No claim for insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th August, 1896. (187)

OCEAN STEAMSHIP COMPANY.

CONSIGNEES for Company's Steamer

## "DARDANIS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godown of the Underwriters, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th inst.

Goods remaining undelivered after the 24th instant will be subject to rent. All damaged Goods must be left in the Godown, where they will be examined at 11 A.M. on the 25th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1896. (188)

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

THE Company's Steamship

## "HATTAN."

Captain Welch will be responsible for the above Ports, TO-DAY, the 18th inst., at NOON.

For Freight or Passage, apply to DOUGLAS LAPEAK & CO., General Managers.

Hongkong, 15th August, 1896. (189)

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT)

THE Steamship

## "SUNGKING."

Captain G. B. N. Dowell will be despatched as above to-day, the 18th inst., at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1896. (190)

"PROMETHÆUS."

Captain Day, will be despatched as above TOMORROW, the 19th inst., at NOON.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1896. (191)

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship

## "GHAZIER."

Captain Bailey, will be despatched as above on about THURSDAY, the 10th inst., at 10 A.M.

For Freight or Passage, apply to DODWELL, CARELL & CO., Agents.

Hongkong, 15th August, 1896. (192)

ENDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

## "AMARA"

Captain D. Smith, will be despatched as above on THURSDAY, the 20th inst., at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th August, 1896. (193)

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOT POSTE FRANCAIS

## NOTICE

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, HOMALI, ADEN, MARSAILLES, MEDITERANEAN, HAINAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

Egypt, Marsailles, Mediter-

anean and Black Sea.

HAVER & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-

ANEAN AND BLACK SEA.

HAMBURG & HAMBURG'S CO. LTD.

PARIS, PORTS OF CALL.

LONDON VIA SUEZ CANAL.

EGYPT, MARSAILLES, MEDITER-